

HOUSE DEBATES RAILROAD BILL

Following Passage by Senate,
Measure Is Forwarded With
View to Early Final Action.

Washington, Feb. 23.—The administration's railroad bill, passed yesterday by the senate, moved rapidly forward in the house today with debate on amendments to the measure limited for each speaker.

Final action in the house is looked for early next week and leaders expressed confidence that the differences in the senate and house drafts would be adjusted quickly in conference.

Under the order a railroad may not fill a vacancy above the grade of general manager or even create such an office without the director-general's approval.

Require Monthly Reports.
Railroads also will be required to make monthly reports of the increases in salaries, appointments to vacancies and creation of new positions involving salaries between \$3,000 and \$10,000, beginning with January, 1918.

The action was prompted by rumors that a few roads were planning to create new high salary positions, on the assumption that the salaries would be paid by the government and that the roads' compensation would not be diminished. It is said to be the director-general's purpose gradually to eliminate many high salary positions and to avoid filling vacancies whenever a road can be operated without them.

There is no intention, however, of taking drastic steps toward that end and reports that the railroad administration is considering wholesale dismissals of employees and officers considered unnecessary under government control are vigorously denied.

HEAVY BONDS REQUIRED OF DEFENDANTS IN COAL CASES

Knoxville Coal Dealers Feel Heavy
Hand of Law Alleged Violation
of Price Regulation.

Knoxville, Feb. 23.—D. C. Campbell, of the D. C. Campbell Coal company, and John Q. and Walter C. Barker, of the Barker Lumber company, recently indicted by the federal grand jury here on charges of violating the national fuel law and regulations, were taken into custody by authorities Friday and required to give bond before United States Commissioner John M. Thornburgh for their appearance at the May term of the United States district court.

Campbell, who is defendant in a fourteen-count indictment, charging the sale of coal at unlawful prices, was required to give a bond of \$10,000.

The Barker brothers were required to give a joint bond of \$10,000 and separate bonds of \$5,000 each, making a total of \$20,000. They are named defendants in a nineteen-count indictment, one of the counts alleging conspiracy, as well as in a separate indictment, charging the filing of false and fraudulent reports with the federal trade commission regarding the amount of coal handled.

Capitulations for the remainder of the forty-seven firms and individuals recently indicted in the coal investigation are in the hands of the United States marshal and will be executed within the next few days.

COMPULSORY EDUCATIONAL LAWS TO BE ENFORCED

(Special to The News.)
Dalton, Ga., Feb. 23.—That the compulsory education laws will be rigidly enforced in Dalton is the subject of a circular letter the city board of education has been mailing out to parents, whose children are not in school. Already scores of children have entered school as a result of the circular letter.

CUTICURA HEALS

Very small pimples broke out on face and hands. Thought it was heat. Could hardly rest as they caused face and arms to burn and itch very much. Was ashamed and never went out. Troubled for one year, then sent for a free sample of Cuticura Soap and Ointment. Found skin getting clear so bought more. Two cakes Soap and two boxes Ointment healed.

From signed statement of K. C. Lovejoy, R. 1, Box 160 C, Birmingham, Alabama, Sept. 8, 1917.

Having obtained a clear healthy skin by the use of Cuticura, keep it clear by using the Soap for all toilet purposes assisted by touches of Ointment as needed. Cuticura Soap is ideal for the complexion because so mild, so delicate and so creamy.

Sample Each Free by Mail. Address postcard: "Cuticura," Dr. B. Becker, Sold everywhere. Soap 25c. Ointment 25c and 50c.

GRANDMOTHER KNEW

There Was Nothing So Good
for Congestion and Colds
as Mustard

But the old-fashioned mustard-plaster burned and blistered while it acted. Get the relief and help that mustard plasters gave, without the plaster and without the blister.

Mustard does it. It is a clean, white ointment, made with oil of mustard. It is scientifically prepared, so that it works wonders, and yet does not blister the tenderest skin.

Just massage Mustard in with the finger-tips gently. See how quickly it brings relief—how speedily the pain disappears. Use Mustard for sore throat, bronchitis, tonsillitis, croup, stiff neck, asthma, neuralgia, headache, congestion, pleurisy, rheumatism, lumbago, pains and aches of the back and joints, sprains, sore muscles, bruises, chilblains, frost-bitten feet, colds of the chest (it often prevents pneumonia), the chest (it often prevents pneumonia), the chest (it often prevents pneumonia).

30c and 60c jars; hospital size \$2.50.



M'ADOO DISAGREES WITH HOOVER ON FOOD DANGER

Director-General of Railroads Issues Assurance
That East Is Not Threatened by Famine of
Which Administrator of Foods Had
Warned—Transportation Sufficient.

Washington, Feb. 23.—Director-General McAdoo yesterday gave assurance "that so far as transportation is concerned, there is no danger of suffering from a serious food shortage in the eastern part of the country." This was prompted by the warning given on Thursday night by Food Administrator Hoover that unless grain and meat movement is greatly increased in the next sixty days the country is threatened with an acute shortage of food and the program of food shipments to the allies will fail.

In a letter to Mr. Hoover, the director-general declared that if the food administration will give definite information on the location of stocks of supplies intended for the allies, the railroads will move them promptly to seaboard. Simultaneously the railroad administration gave out figures showing that the movement of grain to primary markets in the west within the last ten days was far greater than in previous years.

Although declaring their desire to avoid controversy with the food administration, officials of the railroad directorate last night did not conceal their belief that Mr. Hoover's statement was not borne out by the facts shown in their reports. Members of Mr. McAdoo's staff assumed the attitude that Mr. Hoover had dealt in generalities, not supported by figures or other evidence showing such a pessimistic outlook on future food conditions.

Letter to Hoover.

Writing to Mr. Hoover, Mr. McAdoo said: "You are, as I understand it, the sole purchaser in this country of food supplies for the allied governments. You must, therefore, have the greatest knowledge of the food supplies which you from time to time purchase, and the ports in this country to which you desire such supplies shipped."

"If you will notify me from time to time of the location of the specific supplies and the port or ports in the United States to which you wish to have such supplies transported, I will guarantee the necessary transportation, subject to interruption from blizzards and floods."

"I wish to reassure the country by saying that so far as transportation is concerned, there is no danger of suffering from a serious food shortage in the eastern part of the country. The food administration, upon receipt of this letter, issued this statement: 'While Mr. Hoover is out of town, food administration officials consider Mr. McAdoo's statement very reassuring since it indicates that further cars will be furnished in western terminals and that the shortage from these western terminals to eastern territory will now be overcome. As the railway directorate are evidently alive to the situation, they will no doubt take all necessary steps.'"

A railroad administration statement, without referring to Mr. Hoover's declaration that the domestic and allied

food situation can be solved only by loading 8,000,000 bushels of grain a day for the next sixty days, explained that already 6,000,000 bushels of grain are loaded each day and better loading is in prospect. Unofficially, it was declared that practically all the grain being offered by farmers and local elevators was being hauled by the railroads under general priority orders for foodstuffs, particularly for grain in the west. It was suggested that farmers might not be bringing their grain to market as fast as they should. Railroad officials also called attention to the fact that potato growers last fall held much of their crop for higher prices, and that condition is partly responsible for the extraordinary offerings at this time of potatoes, which the railroads are having difficulty in moving.

As to Food-Moving Situation.

Referring to the general food-moving situation, the railroad administration statement said: "There has now been about two weeks of moderately good weather, during which time an extraordinary effort has been put forth by the railroads. For the week ending Feb. 16, 22,104,000 bushels of grain were received at western primary markets, which was the largest receipt for one week in two years, an increase of 54 per cent. over the previous week and 51 per cent. over the same week last year."

The average number of cars of grain being loaded is 8,000, which is approximately 6,000,000 bushels daily. This has been notwithstanding that weather conditions are still severe in a large part of the country, and it will certainly increase in proportion as the weather moderates."

This statement was based on figures gathered by the traffic division of the railroad administration, headed by Edward Chambers, former traffic manager for the food administration. Other reports showed that in the nine days between Feb. 11 and Feb. 20, 23,365,000 bushels of grain were received at the principal elevator and milling centers of the west. This movement included 17,361,000 bushels of corn, much of which was the soft corn which is so prevalent this year; 9,329,000 bushels of oats and 2,446,000 bushels of wheat. In the eight days between Feb. 11 and Feb. 19, 38,750 cars were loaded with grain, of which 25,340 were in the western district or west of the Mississippi; 9,319 were in the eastern district and 2,892 were in the south.

Forty-two special food trains, containing 1,368 cars, were sent eastward from Chicago and East St. Louis to New York, Philadelphia and Boston for trans-shipment to the allies, between Feb. 12 and Feb. 19. This through movement of food trains is still continuing, and six trains of meats are going daily to eastern ports for export.

Between Feb. 10 and Feb. 21, twelve days, 9,363 cars, or about 260 trains, of live stock, dressed beef and perishable products have been shipped eastward from Chicago.

NURSE'S STIRRING STORY OF A STEAMER'S LOSS

(London Daily Mail.)
Miss Agnes Mitchell, a V. A. D. nurse of Glasgow, writing on Jan. 4 of the sinking of the Aragon in the East Mediterranean, says:

"We had a most delightful journey and voyage, full particulars of which I have written up while sailing, but these are now down among the merriments. . . . Last Sunday morning we saw the buildings of ——. We were preparing for the landing which would take place in an hour's time. I was down in our cabin, packing the last few articles, when—well, I cannot explain it, but I knew what was wrong. Then there were blanches faces and hurried footsteps. The boat began to panic. We had been drilled so well almost every day that we knew just what to do."

"The Tommies, of whom we had many on board, were perfect bricks. They stood to their posts various posts and cheered us when our boats left the sinking ship—cheered us, although many of them were never to see land again. We got off safely from the fated vessel, and as we were lucky, very near shore (twelve miles off) there were several trawlers quite close to us. They steamed up to us and we were hoisted safely into them."

"We then turned our attention to the boys struggling in the water. The ship had, in this time, disappeared, stern first, so that for a few seconds she seemed to stand perpendicularly in the water. We were delighted to see the boys being safely taken to the torpedo boat which had remained with us as escort. Officers had charge of the various drafts of men, and they did splendidly also. Some were apportioned to our lifeboats, others were to be in charge of the raft to which the men were to cling in the water until they were picked up."

Women Rescue Men.
"We were all busy in the trawlers, nurses and officers both, pulling the poor, shivering and often half-drowned boys up the sides by means of ropes. It was hard work, but it was lovely when you managed to get one over the gunwale, and gave some return of strength by means of a little brandy or whisky. Some of us luckily had managed to save our flasks, and we were thankful, as they proved so useful."

"Just as we thought of moving over to another batch of men on a raft a dreadful explosion like the first was heard, and as we looked at the torpedo destroyer, lined from stem to stern with khaki figures, we realized they had met with a similar fate. It was a terrible moment as we stood there wondering when it would be our turn. More terrible it seemed, too, when we had to turn tail and flee—yes, actually flee for the shore in the trawlers, leaving these poor boys in the water."

"The next hour proved the worst we had ever lived through. We had some very badly hurt men in the trawler, and by looking after them and trying to heat up the shivering ones, our minds were no little distracted from that which proved to be a dreadful crisis. Everything we saw as we ploughed through the water seemed to take the form of a periscope; every sound we heard seemed to start our nerves."

"However, at last we passed—the Afee."

FINANCIAL EXPERTS CONCERNED OVER DEBTS Germany's Liabilities Twenty Times That at Beginning of War.

New York, Feb. 23.—The steady increase in Germany's national debt owing to the war and the delay in adopting a sweeping plan of taxation reform to care for the increased liabilities of the empire, already more than twenty times higher than the national debt at the outbreak of the war, is a source of constant concern to German financial experts.

In the Berlin Tageblatt of Jan. 5, Arthur Norden, the paper's financial expert, sharply criticizes the failure of the government to provide for any redemption of the war debt aside from a proviso establishing a redemption fund for the 4½ per cent. treasury certificates which formed a small part of the last two war loans. He says the government must check the piling up of the burden of war indebtedness.

Norden contrasts the policy of Germany, which, as is known, has not provided even enough increases in taxation to meet the interest on its war debt, and is paying a part of the interest coupons of earlier war loans from new borrowings, with that of Great Britain, which, he points out, had raised by taxation almost 25 per cent. of its war expenditure down to the end of 1917.

The argument that a heavier taxation of war profits, which make up the bulk of the nominal increase in Germany's capital, would interfere with the production of German industry, and the fear that increased taxation of incomes would kill the war-willingness of the population, are dismissed as unfounded. In fact, Mr. Norden argues, to attack the abnormally high war incomes attained in certain industries and by certain elements of the population would be of decided value in cutting down the high cost of living resulting from the extravagant standards of life among the war profiteers.

Norden cites the action of the American government in establishing maximum prices for steel and other raw materials of war industry and in immediately introducing high war taxes as an admirable example for Germany to follow, and speaks with admiration of the Wilson plan of taking control of the railroads.

Norden's scheme for taking care of the state debt comprises a radical increase in the tax on incomes, not upon capital as generally contemplated by German financiers. He holds that the proposed taxes upon capital merely lead to extravagant spending, while the income tax can be so adjusted to bear heavily upon the recipients of high war incomes.

DEATH OF CHATTOOGA COUNTY'S LARGEST WOMAN

(Special to The News.)
Lyerly, Ga., Feb. 23.—Mrs. W. C. Carter, probably the largest woman in Chattooga county, died Wednesday at her home at Menlo. Mrs. Carter touched the scales at about 325. She was the wife of a well-known farmer of the Alpine district.

SIMP BAINE BOUND OVER ON MURDER CHARGE

(Special to The News.)
Scottsboro, Ala., Feb. 23.—Simp Baine was given a preliminary trial today before Judge A. H. Moody for the killing of Charley McCaslon on Sand mountain last week. The evidence in the case is very strong against Baine. Judge Moody bound the defendant over to await the action of the next grand jury, which meets the first Monday in March, in the sum of \$2,500, which the defendant made and was released.

DALTON TO BUY MOTOR-DRIVEN TRUCK

(Special to The News.)
Dalton, Ga., Feb. 23.—Motor driven fire apparatus will displace the old horse-drawn equipment here. The city council has purchased for early delivery from the American-LaFrance Fire Engine company, the type-40, triple combination fire truck, containing extension ladders, chemical engine and pump in addition to hose, at a cost of \$9,000.

MAN WANTED ON CHARGE OF FORGERY

(Special to The News.)
Dalton, Ga., Feb. 23.—A man, giving his name as M. A. Pack, has been arrested in Spreen, Ga., and local officers have gone after him. Pack is charged with forging the names of several Murray county men to a note in an effort to get \$500 from the First National bank of Dalton. The note came to the bank here in a letter. According to the bank officials, four signatures on the note clearly showed the same handwriting, there being no attempt to disguise it.

SCHOOLS PLEDGE THEIR HELP TO RED CROSS

(Special to The News.)
Dalton, Ga., Feb. 23.—All four of the city schools and ten of the county schools have pledged the county student bodies as members of the Junior Red Cross, and it is believed that every school child in the county will be a member before the organization work is completed. Many schools have pledged more money and work than is required to qualify as an auxiliary.

LETTERS MAY BE SENT TO ENEMY PRISONERS OF WAR

Washington, Feb. 23.—Letters and postcards to enemy or ally of enemy

A DAGGER IN THE BACK

That's the woman's dread when she gets up in the morning to start the day's work. "Oh! how my back aches," GOLD MEDAL Haarlem Oil Capsules today and tomorrow ease the backache of tomorrow—taken every day ends the backache for good. "Real Dutch Broom," as she quaintly calls GOLD MEDAL Haarlem Oil Capsules. This is the one reason why you will find the woman's children of Holland so sturdy and robust.

GOLD MEDAL is the pure, original Haarlem Oil Capsules imported direct from the laboratories in Haarlem, Holland. But be sure to get GOLD MEDAL. Look for the name on every box. Sold by reliable druggists in sealed packages, three sizes. Money refunded if they do not help you. Accept only the GOLD MEDAL. All others are imitations.

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Meritol Eczema Remedy

is a prescription compounded expressly and only for the relief of skin diseases. It is invaluable for the treatment of eczema in its various forms and is intended to destroy the eczema germs, which multiply very rapidly and are scattered over the body. There are several species of eczema germs causing the several diseases known as eczema, ringworm, dandruff, itch, etc. Give this remedy a fair and honest trial and an improvement may be expected with the first application and a continuance of its use according to directions will give you entire satisfaction. Price, trial size 50c, large bottle \$1.00.

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WHERE SERVICE COUNTS



Placed In Willing Hands

Over 6,000 men have been recruited from the Bell System for military service. The places of some of them have been filled. Others cannot be replaced until new men can be trained, and their work has been distributed among their fellow workers who remain.

This puts more work upon the personnel of the Bell System, particularly because of the unusual demands for telephone service both of the Government and for commercial purposes.

The Bell System has an efficient organization of especially capable workers to meet any emergency, whose work is well regulated, who work cheerfully and who are relieved as far as possible from personal anxieties.

The Bell System was one of the first to put in operation a broad and comprehensive plan of employees' benefits, which includes benefits for sickness or accident, life insurance and old-age pensions, healthful and comfortable working quarters, rest rooms, social organizations and entertainments.

As a result there is a spirit of responsibility among employees generally throughout the Bell System, on which both the company and the public can confidently rely, and which in the present crisis is of inestimable value in meeting the extraordinary demands for telephone service incident to the great war.

GRAY GENTRY, District Manager

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